

Work on the Railroads near Toledo.

The Dayton and Michigan railroad company have a large force employed between Perrysburg and Toledo, and the work on this end of the route is now progressing finely.

The contractors for building the bridge for the Cleveland and Toledo road across the river at this place, are also pushing their work with great energy. The draw is already in, and the abutments seem to be already nearly completed. The completion of this important structure will soon relieve travelers on this route from the annoyances attendant upon crossing a river by ferry, and notwithstanding the break at Erie, will make the South Shore line retain its rank as the easiest and speediest between the West and New York.

The Toledo and Illinois railroad company are still negotiating for depot grounds and the right of way in this city, and delaying work in the immediate vicinity of the town until they shall have determined the location of their depots here. The final decision will probably be made very soon, and the anxiety of all who feel an interest in it put at rest.

In the mean time, whatever can be done between here and Maumee, consistent with a determination to locate either in the upper or lower town, is being done. The whole line is progressing at a rate that insures its completion within the contract time.

The Northern Indiana railroad company are pushing their works on the middle ground, and are also making arrangements to commence soon tunnelling under the canal. The materials are ready on the ground, and the work will be completed in time not to interfere with canal navigation in the spring.

Messrs. Fulsom & Co., the contractors on this end of the Northern Indiana railroad, are now engaged in laying down the iron, some eight or ten miles are already completed. As by their contract they are entitled to the use of the road until the time fixed for its completion, we suppose they will soon have the cars running upon this end of the line. Several new steam saw mills have recently gone up along this road, and lumber from this source will soon appear among the receipts at Toledo. We should not be surprised to find these contractors reaping as much profit from the use of the road during the time they are entitled to it, as from the contract for building it. We hope they will, for no men deserve better a liberal reward for their energy and perseverance.

We beg leave to remind our Detroit friends that in one year from this time, the Northern Indiana, the Toledo and Illinois, and the Dayton and Michigan railroads, will afford admirable avenues for travel and trade from the South and Southwest to Detroit, provided in the mean time a road is constructed from here to that city. And we suggest, if they are determined such a line shall not be built, whether it would not be for their interest to allow the Jackson branch to be completed, and give Detroit access to these roads by way of Jackson and Adrian. Our word for it, a more direct connection with Cincinnati and St. Louis than by way of Buffalo and Chicago, wouldn't injure Detroit a particle, though many of her citizens seem to think otherwise.—[Toledo Rep.]

Mr. Strong, of Philadelphia, member of the Pennsylvania Legislature, submitted the following resolution, which was laid over:

RESOLVED, That the portion of the Lake Shore Road from Erie to the Ohio State Line, which had been constructed by the Franklin Canal Co., without authority or right, and in violation of the sovereignty of Pennsylvania, be and the same is declared forfeited, and that the Canal Commissioners be directed and ordered to take possession of the same.

CINCINNATI, Jan. 14.—Memphis papers report that the steamer Gen. Bem, bound from this city to Arkansas river, struck a snag in the Mississippi river at Grand Cut-off, and was torn to atoms in five minutes. She sunk to her hurricane deck, when her whole cabin floated off, leaving the hull with 15 deck passengers below the surface of the water, all of whom perished. The cabin passengers and crew were fortunately rescued by the steamer Saranac.

The Governor's Inaugural.

We laid the document before our readers yesterday morning, a day in advance of our morning contemporaries. We doubt not that most of them would have preferred something else, and we ourselves were a little disgusted at the idea of excluding interesting matter already in type, to make room for such stupid common places. Such a document has rarely been seen before; a sort of heroic dullness must have been necessary for its preparation. It is unpleasant to think of a grown up man and the Governor of a great State like ours, sitting down to the arrangement of such a string of platitudes and common places; and with infinite toil and pains taking arriving at the end of his task, without having made the least perceptible display of originality or vigor.

In the preparation of his annual message the Governor did better, in that he had facts and figures and practical matters to deal with, and though he somehow contrived to make it duller than any other message that we have tried to read, yet as he attempted nothing more than a simple narrative of the acts of the different State officers, and an account of its financial condition, which though most clumsily and inelegantly done, was nevertheless redeemed by some useful recommendations—we did not criticise it, and as we could not praise, passed it by in silence. But the present document is quite another thing; here the Governor evidently had nothing to say—and, we must say, though he required nearly a column to do it in, he succeeded admirably in saying nothing. Custom imposed on him the necessity of saying something, and as he could not do it in the approved style of Fourth of July oratory, whereof there have recently been some high examples, he attempted the politico philosophical, and succeeded in manufacturing a hotch-potch of ancient truisms, the like of which we have not seen for many a day.—[Cin. Gaz., Jan. 11th.]

The United States district court very summarily and rightly decided the case of the rebellion against its authority, by the people of Erie, and the Marshal has proceeded to Erie to serve the warrants. We seriously hope the people of Erie will cease their silly opposition to law. They averred, in the first stage of their proceedings, they were acting legally. That excuse is now gone, and whatever rights they have are weakened by resistance to constituted authority. We trust that the Marshal will be permitted to execute his warrants, and that the people will submit their grievances to the decision of the courts and legislature. It is worse than folly, it is sheer madness for them to suppose they can resist the constitutional authorities of the country.—[Pittsburgh Gazette.]

RIVERS AND HARBORS.—The friends of River and Harbor Improvements in Congress are said to be strong enough to pass a bill providing for the continuance of works now in progress, and the commencement of others of undoubted utility, over the executive veto, in case the President should refuse his assent to such a measure. In the House, the Committee of Ways and Means have been discharged from the further consideration of the subject, and it has been referred to the Committee on Commerce, the appropriate body for its preliminary consideration. A liberal bill is expected to be reported at an early day. The magnitude of this question and the extent of country interested in such improvements, will sweep away all constitutional scruples hereafter.

The price asked for Mount Vernon, the mansion house and two hundred acres of the adjacent land, is two hundred thousand dollars, while the intrinsic value of the property is not estimated higher than thirty thousand dollars. It is quite fashionable among the "chivalrous" Southerners to sneer at the money-getting propensities of the "down-east" folks—a fashion which it might be as well for the F. F. V.'s to discontinue, at least until they can find in New England or any where else a specimen of meanness equalling in atrocity the offering to sell the bones of Washington for a hundred and seventy thousand dollars—which is the literal meaning of the offer to sell Mount Vernon for two hundred thousand.

Extraordinary News from Australia.

The following extraordinary intelligence is contained in a letter received by Joseph Abraham, Esq., of Bristol, from a relative in Hobart Town, and handed to us by the latter gentleman. For really startling intelligence, it beats everything that has yet reached us from the golden land. Mr. Abraham, from the personal knowledge which he has of his relative, knows he would not impose upon others, and does not believe he is likely to be imposed upon himself.—[London Daily News.]

HOBART TOWN, Sept. 8, 1853.—"Knowing how deeply interesting any news respecting Australia must be to you, I write to inform you of a great discovery that has again been made on the Geelong side, about 56 miles from the town. They have been digging very deep, and have come to a table of gold about 100 feet from the surface, apparently inexhaustible. All that I can tell you respecting it is that the people's minds are partly turned from the immense discovery. Every tub full of earth they raise from these holes contains pounds weight of gold. The more they dig the more inexhaustible it appears. At Geelong a tumult had broken out among the diggers. The government had sent up all the military to quell the disturbance, and the marines of her Majesty's ship Electra, are mounting guard at the treasury, and the sailors of the above steamer of war, mount sentry at the banks. The military from Van Diemen's Land are about to be dispatched to Melbourne to aid the military already there. Goodness only knows how all this will end."

HOBART TOWN, Sept. 9.—"By the steamer from Geelong this day, I find that a gold quarry has been discovered near Geelong, 100 to 130 feet from the surface of the earth, putting all other diggings in the shade.—18,000 ounces have been taken out in three days by a few persons, and one person got a lump weighing 190 pounds in one solid piece. This is no exaggeration, and the greatest excitement prevails."—[Bristol Journal.]

FATAL ACCIDENTS OF 1853.—During the year 1853, there were, on the different railroads of the United States, according to the Philadelphia Bulletin, about 150 fatal accidents. The number of persons killed was about 250, and of wounded about 500. Of fatal steamboat accidents there were about 30, with an aggregate of about 330 killed and 200 injured. There were about 130 lives lost in the United States by conflagrations. By disasters at sea, in all parts of the world, not less than 2,500 lives have been lost. Of fatal accidents caused by natural phenomena, the chief have been three terrible earthquakes, one at Cumana, in Venezuela, one at Shiraz, in Persia; and one at St. Jago de Cuba. There was loss of life to a more moderate degree by various less violent earthquakes, and by numerous tornadoes in America and elsewhere.

The Cleveland Plaindealer has a cut which it calls "the Break at Erie." The principal features of this great work are—1. A row of miserable shanties, labelled severally, "Pop," "Kakes," "Dinner 12½ cents," "Oysters," "Travellers' taken in," "Skeziek's mariner's home," "Warm meals." 2. The lake, showing the advantages of Erie harbor, by a wrecked steamer resting high and dry on a promontory. 3. A group representing a forlorn traveller, a policeman, high official, negro rioter, etc. An explanatory article commences after this manner: "As the idea embodied in the above may not be obvious to any one but the artist."

DEMOCRATIC STATE CONVENTION.—This convention met on the 7th inst., at 11 a. m., in the city hall, Columbus, and was numerously attended. Judge Burchard presided. Much trouble occurred in deciding who were delegates, several counties having two sets. The committee on resolutions voted down the Baltimore platform, and claimed that an endorsement of the administration was sufficient; but in the convention, after great confusion and many hard words, a resolution approving the Baltimore platform was carried, 222 to 58.

NOMINATED.—S. F. Norris, of Clermont, for judge of supreme court; A. P. Miller, for re-election as member of board of public works.

From Washington.

WASHINGTON, Jan. 13.—I learn that Cass and Clayton had an amicable interview before Cass made his speech. Clayton explained to Cass that in some points he was overruled while Secretary, in this treaty affair, by other members of the cabinet, which mollified Cass considerably.

Mr. Clayton's speech on Thursday was a perfect answer to Cass. The contrast between these two Senators is remarkable.—Gen. Cass read his speech in a mumbling tone and in a disjointed manner. A southerner remarked that "he spoke like a darkey dissatisfied with his rations." Clayton listened to him attentively, but took no notes. When Clayton commenced his reply, the dignity and confidence of his bearing impressed every one with the idea that he was about to demolish Gen. Cass's fifteen-column speech. He fulfilled the promise. He spoke eloquently and fluently both days (although somewhat ill) without a note or paper before him. Names of places, dates, and everything flowed from his tongue with perfect accuracy and ease. Gen. Cass, on the other hand, fumbled over his papers, sometimes stumbling for several minutes in search of the right pages. I believe the prevailing feeling in the chamber on Thursday was pity for the old man in this his last, but most signal overthrow, and no doubt that pity will be deepened when Mr. Clayton's speech is concluded.—[N. Y. Tribune.]

Affairs in Illinois.

CHICAGO, Jan. 9 5 1-2 P. M.—The Governor of this state to-day issued a proclamation, convening the General Assembly, and appointing Thursday, Feb. 9th, for meeting thereof, to give consideration to subject matters herein set forth, viz.:

Districting the state into Senatorial and Representative Districts.

Amending charters of towns, cities, railroads, &c., to prevent Eastern manufacturers and jobbers from selling their accumulated stocks by samples.

To amend the law establishing county courts and to grant a change of venue in certain cases.

To pass laws recognizing the existence of the right of conferring additional power on corporations formed, or which may be formed prior to the action of the Legislature thereon, under the action to provide for a general system of railroad corporations, approved Nov. 5th, 1849.

To authorize counties to borrow money for the erection of public buildings, and issue bonds therefor.

To pass laws consolidating railroads and plank roads in this state with railroads and plank roads in other states, and make mutual interest of the same.

To pass such laws as will fully carry out the objects as above.

Also several bills of local interest.

Mr. Gadsden, our minister to Mexico, has returned to New Orleans, having made a treaty with Mexico, which, it is alleged, cedes to the United States the Mesilla Valley, settles the questions of the Garay grant, the Tehuantepec grant, and the claims of Mexico for Indian depredations. It is asserted that the terms of the treaty were such as to exceedingly gratify the people of Mexico, who received its announcement with loud congratulations. These, we presume, arose from the expectations of the twenty millions the treaty stipulates to pay to that bankrupt government, and which may well gladden the hearts of those who expect to be its recipients. We may say, in addition, that this treaty is not at all such an one as one of our contemporaries has been vaunting itself as having had exclusive intelligence of for several days. The treaty has been made; now let us see if it will be ratified. The main question is, what is barren and volcanic desert worth per acre?—[N. Y. Tribune.]

The Boston Courier corrects the ridiculous story that has been in circulation for some time, to the effect that the cause of Mr. Sumner's exclusion from the Senate Committee, was Mr. Everett's opposition. The story is entirely false. Mr. Seward made the motion, in the Whig caucus, to recognize Mr. Sumner, on this occasion, as a Whig. Mr. Everett, with nine-tenths of the Senators present, objected to this, when Seward withdrew his motion.